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*San Diego. Environmental development
agency.*

SCENIC HIGHWAY ELEMENT

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*County Pl.
Highways*

*San Diego Co.
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Approved by the Planning
Commission on August 7, 1974
under Resolution No. 257

Adopted by the Council
on September 19, 1974, under
Resolution No. 211598



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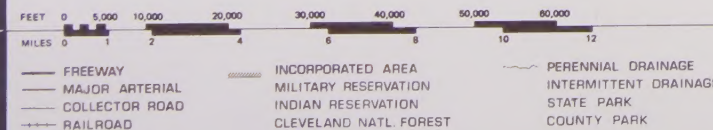
- EXISTING OFFICIAL ROUTES
- FIRST PRIORITY ROUTES
- SECOND PRIORITY ROUTES
- THIRD PRIORITY ROUTES
- ROUTES WITHIN INCORPORATED AREA
- PUBLIC OWNED LANDS

COUNTY OF SAN DIEGO

SCENIC HIGHWAY SYSTEM

PRIORITY ROUTES

SAN DIEGO COUNTY ENGINEER
MAPPING SECTION



The information on this map has been accepted by the Board of Supervisors as a basis of implementation for the adopted Scenic Highway Element, San Diego County General Plan.

SCENIC HIGHWAY ELEMENT

Since motoring is the principal mode of travel locally, the "view from the road" necessarily represents San Diego to large numbers of people. Therefore, the protection of this view should properly be regarded as of prime importance in preserving and enhancing the City's image, as well as in providing pleasurable experiences for all who can see.

FINDINGS

The General Problem

In recent years, the declining aesthetic quality of roadside development has become a source of considerable concern. Developments which occupy highway frontage are often offensive to the eye due to their competing efforts to call attention to themselves. Further, outdoor advertising has created signs of excessive size and number along many heavily traveled routes, and, in some areas, has virtually destroyed the motorist's view. Moreover, such signs have frequently been placed in total disregard of their adverse effects on surrounding areas.

Growing volumes of traffic have also contributed to the degradation of the highway environment by inducing the construction of freeways and other highways of large capacity. Such highways normally require greater rights-of-way, and tend to scar the landscape, especially where massive grading is required for their construction. Too often, route alignments have been selected without adequate consideration of their impact upon the natural environment. Further, it appears that the process of planning and designing highways has, until recently, largely ignored the driver's aesthetic sensibilities.

The State Scenic Highway Program

In recognition of the growing need to protect California's scenic beauty, the state legislature created the California State Scenic Highway Program in 1963. Essentially, this program seeks to identify and protect scenic corridors adjacent to selected state highways. An initial implementing step was the preparation by the state of a master plan that identified more than 6,000 miles of the approximately 16,600 mile state highway system as eligible for designation as "official Scenic Highways".

It is incumbent upon the local agency wishing to obtain designations for one or more of its eligible state highway segments to request the Department of Transportation to conduct certain prescribed corridor studies. These studies are largely intended to define the limits of the scenic corridors within which the local agency must thereafter prepare specific protection plans and implementation programs. Typically, such plans and programs feature the application of protective overlay zones that contain provisions relating to grading, landscaping, and advertising signs.

If the specific plans and programs prepared by the local agency are approved by appropriate state officials, then official Scenic Highway designations are conferred upon those highway segments for which such designations were sought. As a consequence, those segments can then be identified as Scenic Highways on maps and by the official Scenic Highway sign (a poppy against a snow-capped mountain) along their roadways.

State highways within the City of San Diego on the master plan of highways presently eligible for official Scenic Highway designation include segments of

Interstate Highways 5 and 8; and segments of State Route 52, 75, 109, 163, and 209 (see Map 1). To date, the only one of these segments that has received official Scenic Highway designation is the City's portion of the San Diego - Coronado Bay Bridge.

State scenic highways are categorizable into two groupings: nonurban and urban scenic highways. The state guidelines for scenic highways in urban areas are not expected to be issued until the fall of 1974. At that time, the City will be in a better position to recommend official Scenic Highway designation of those eligible highways within its more urbanized areas.

City Scenic Routes - Present and Prospective

Since 1964, the City has maintained a 52-mile Scenic Route extending generally from Mount Soledad on the north to Cabrillo National Monument on the south, and traversing such in-between areas of attraction as Balboa Park and Mission Bay Park (see Map 1). This route was designed to afford scenic views of the community as well as to link points of visitor interest. However, it should be noted that no special regulatory provisions are presently in force to protect the scenic values attaching to the route.

In addition to the 52-mile Scenic Route, San Diego has a number of routes (or segments thereof) that have scenic qualities worthy of formal recognition and protection. These are shown on Map 1 and include the following:

San Pasqual Road	North Torrey Pines Road	Friars Road
I-15	Sorrento Valley Road	I-805
Highland Valley Road	Carroll Canyon Road	Mission Gorge Road
Rancho Bernardo Road	Miramar Road	Junipero Serra Trail
Black Mountain Road	Pomerado Road	Dairy Mart Road
Carmel Valley Road	Harbor Island Drive	Monument Road



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(MAP 1-STATUS OF SCENIC HIGHWAY SYSTEM, SAN DIEGO



GOALS

- . RECOGNITION OF THE IMPORTANCE OF STREETS AND HIGHWAYS AS CONTRIBUTORS TO THE VISUAL ENVIRONMENT OF THE CITY AND ITS CONSTITUENT COMMUNITIES.
- . DESIGN AND CONSTRUCTION OF STREETS AND HIGHWAYS SO AS TO MAXIMIZE THEIR AESTHETIC QUALITIES.
- . PROTECTION OF THOSE SCENIC VALUES ASSOCIABLE WITH SAN DIEGO'S STREETS AND HIGHWAYS.

STANDARDS AND CRITERIA

Highway Planning, Design and Construction

- . A general alignment and grade should be established that is appropriate to the scenic character of the area to be traversed.
 - . Stands of trees and other scenic features should be respected.
 - . Curvilinear alignments should be stressed.
 - . Highway profiles should be rolled to fit the topography.
- . Grading scars should be reduced to a minimum.
 - . Cuts and fills should be eliminated wherever possible.
 - . All graded and landscaped slopes should be patterned or contoured where they cannot be eliminated.
 - . Exposed slopes should be promptly replanted, preferably with native vegetation.
- . Wider rights-of-way or scenic easements should be acquired where desirable in order to provide lookouts and associated parking areas.
- . Utility lines should be undergrounded wherever possible; and sensitively sited where placement must be aboveground.

- . Vegetational screens should be employed for the purpose of hiding objectionable views.
- . Except where traffic hazards might be created, median strips, traffic islands, and excess highway rights-of-way should be landscaped.

Designation Where Abutting Properties Commercially or Industrially Zoned

No segments shall be designated as scenic highways or scenic routes where the abutting properties are commercially or industrially zoned. However, those segments may be designated as scenic connectors.

RECOMMENDATIONS

General

- . Strongly urge all agencies involved in the development of San Diego's streets and highways to observe the standards and criteria outlined herein.
- . Explore fully all practicable regulatory approaches intended to protect views along the City's Scenic Highways and Scenic Routes.

State Scenic Highway Program

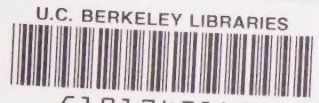
- . Urge the State of California to provide more effective incentives for local agencies to seek official Scenic Highway designation of eligible highway segments.
- . Initiate proceedings to obtain official Scenic Highway designation on State Routes 52 and 163, and the north portion of Interstate Highway 5 (see Map 1).

City Scenic Routes

- . Designate additional City Scenic Routes as proposed on Map 1, and provide for scenic lookouts.

- . Institute a program designed to provide appropriate identification for the City's Scenic Routes.
- . Establish speed limits along designated City Scenic Routes that are compatible with sightseeing from motor vehicles.

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